

ICE BREAKER

TASMANIA'S ANTARCTIC BUSINESS MAGAZINE

No. 30 March 2005



Air Supply
Special Antarctic Flights
EXCLUSIVE PILOT'S REPORT

Ships to Shore
International Icebreakers

Polar Calendar
Midwinter Festival Dates

TPN Chairman's Message
Lobbying for Airlink Jet

RRP \$A6.00

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Cover picture: First CASA-212 landing at Mawson Station, Antarctica, 2/2.2005 [Photo: Graham Cook, AAD]

Back page: Postcard showing latest AAT Postmarks. [provided by Klaus Arne Pedersen]

EDITORIAL

I hope the New Year has started as well for all readers of Ice Breaker as it has for me. This month sees the return of the CASA-212s from their first Antarctic operations; lobbying for the Hobart to Casey Skiway jet; the first TPN meeting for the year and Antarctic articles in the TCCI's Tasmanian Business Reporter – plenty to keep you up-to-date with Tasmanian's status as the smartest gateway to Antarctica.

The main focus of this edition involves stories from Antarctic sea and air activities, with special thanks to Captain Garry Studd, Irina Gan and Klaus Arne Pedersen for providing such an interesting range of articles and images.

Changes to the presentation of this edition are the result of advice and assistance of Brett Dackiewicz, from Antarctic Tasmania, whose suggestions on improvements have been much appreciated. As well, special thanks must go to my two sons, Robert and Peter, whose breadth of computer knowledge helps me get my ideas and your contributions into printable shape.

P.S. If anyone in the Antarctic community requires short-term, general help to complete a particular Antarctic-related activity, please contact Ice Breaker.

Anthea Wallhead

CONTENTS

Regulars

- From Lara Giddings' Desk 3
- From the Desk of Will Hodgman 4
- TPN Chairman's Message 5
- Antarctic Tasmania 6
- Polar News 7,18
A brief overview of current polar news
- Polar Publications 20
- Polar Calendar 22
- Antarctic & Southern Ocean 24
Shipping Calendar

Features

- Antarctic Air & Sea Activities 8
2004-5
Including; Russian Rescues, Inaugural Australian Flights and Concordia's First Winter

ICE BREAKER Exclusive

- Antarctic Air Operations: 13
A Pilot's View

FROM LARA GIDDINGS' DESK



I was saddened to learn of the tragic circumstances of the death-at-sea of a crew member of *L'Astrolabe* during the vessel's return voyage to Hobart in January. I am sure that the Tasmanian Antarctic community joins with me in extending condolences to the family and to the crew of *L'Astrolabe* at this difficult time.

On a more positive note, this 2004-05 Antarctic summer season has seen the introduction of two CASA 212 ski-equipped aircraft to support Australia's Antarctic Program. During late December, the bright orange aircraft left Hobart for the long flight to Casey Station. The aircraft were successfully used to ferry passengers and cargo between Australia's three continental stations and proved their capabilities in remote field settings.

I congratulate both the Australian Antarctic Division and operator Skytraders on this significant achievement. Attention now refocuses on the implementation of the intercontinental component of the proposed Australian Antarctic Airlink, which would see a jet aircraft provide regular passenger flights between Hobart and Casey Station. The full implementation of Australia's airlink between Hobart and Casey Station is important to the ongoing development and expansion of the state's Antarctic sector. The Tasmanian Government supports the provision of additional funding to the Australian Antarctic Division to fully implement the intercontinental airlink. In the lead-up to the formation of the next Australian Government budget, Tasmania will focus efforts on supporting the case for additional funding.

Closer to home, the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR) will shortly have a new home in Hobart. The Tasmanian Government, together with the Australian Government and a local developer, has been working with CCAMLR to ensure that as it grows, its future meeting and accommodation needs will continue to be met within the state. Work has already commenced on the redevelopment of the prestigious historic building at 181 Macquarie Street that will be CCAMLR's new premises.

Antarctic-related activities are a valuable part of the state's economy and Tasmania is proud to be able to provide ongoing support to host CCAMLR's Secretariat and members of the commission. CCAMLR was established in Hobart in 1982 and now employs 25 full-time staff. Each year, the commission brings almost 200 Antarctic scientific and policy specialists to Hobart from 31 Antarctic countries.

Ongoing support for CCAMLR is a key policy action addressed in the Tasmanian Government's Antarctic, Sub-Antarctic and Southern Ocean Policy that was released last July. I look forward to seeing CCAMLR settled in its new premises.

Lara Giddings
Minister for Economic Development

KYOTO PROTOCOL

The 1997 Kyoto Protocol came into being on February 16, 2005. Thirty-three countries have ratified the protocol, including Russia, although USA and Australia did not sign, and developing countries such as China, Indonesia and India were not part of the agreement. Signatories have agreed to reduce greenhouse gas emissions by an average of at least 5% by 2008-12. The continuing increase in greenhouse gases (water vapour, carbon dioxide, methane, nitrous oxide and halocarbons) is noticeably affecting Earth's average surface temperatures and the effects of global warming is being closely monitored in polar areas. ICESat, a NASA satellite launched 2 years ago, is recording the state of the ice in the Arctic and Antarctic and land-based glaciers in the latter have accelerated their flow ever since the disintegration of the Larsen B and movement of other large ice shelves.

FROM THE DESK OF WILL HODGMAN



With the new year well under way, I firstly want to wish everyone the best for a safe and prosperous 2005. Over the last year or so I have thoroughly enjoyed meeting many people active in Tasmania's Antarctic community, and I look forward to being involved again in the year ahead.

The recent launch of the new Bachelor of Antarctic Studies at the Institute of Antarctic and Southern Ocean Studies is a fantastic launch pad for 2005.

It is expected that the course will attract students from all over the world, which in itself has many obvious positive spin-offs for our local community and our economy. Additionally, it further enhances our role and prominence amongst the international community, and particularly in the Antarctic and Southern Ocean region.

The three-year degree contains units covering history, international relations and cultural perceptions of the region, as well as an introduction to the specialised areas of Antarctic science.

The course 'is particularly suitable for students planning a scientific career and who wish to contribute to the understanding of Antarctica and its surrounding oceans.'

Significantly it provides a clear career pathway for people who might want to work in Tasmania at the Australian Antarctic Division, the CSIRO, the University of Tasmania or somewhere else within the vibrant polar network.

I wish everyone involved with the new course the very best for this year, and beyond.

Finally, I would also like to take this opportunity to congratulate Anthea Wallhead for again saddling up to produce *Icebreaker*, which is a great source of news and information for those interested in Antarctic affairs.

Will Hodgman MHA
17th February 2005

POLAR COLOURS: GREEN

(Ref: Bernadette Hince's 'The Antarctic Dictionary')

Green Antarctic Cod (*Gobionotothen gibberifrons*): A 55 cm long marine fish from the waters around Heard Island, northern Antarctic Peninsula and the islands of South Shetlands, South Orkneys, South Sandwich and South Georgia.

Green Ice: Frozen seawater at the base of ice shelves, where dissolved organic matter colours the water green. Contains less salt and fewer bubbles than ice formed at sea.

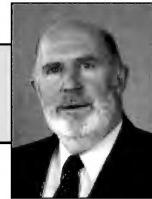
Green Iceberg: A rarely seen iceberg with a distinct greenish hue, from pale to bottle green.

Greenout: Term used to describe 'the overwhelming sensation induced by seeing and smelling trees and other plants after spending some time in Antarctic regions.'

Green Spider (*Araneus cinnabarinus*): A bright green to greenish brown orb-weaver spider found on the Falkland Islands.

Green Sponge: Macquarie Island's nickname.

TPN CHAIRMAN'S MESSAGE



Since my last message last November, we have seen the arrival of the CASA 212's in Hobart followed by their safe transit to Antarctica where they are now engaged on the their intra-continental ferrying duties. Their arrivals in Hobart and in Antarctica ushered in a new era for us all. It's still a bit weird to me that when they return to Hobart soon their last stop will have been Antarctica. I understand that on that occasion there will be a celebration to acknowledge the achievement of such a long held dream.

Not that that is the end of the matter – far from it, as we now need to see the introduction of the proposed jet based inter-continental service.

I am leading a TPN Delegation to Canberra on 7/3/05 to meet and brief Minister Ian Campbell regarding the importance and commercial opportunities for Tasmania which will flow from the jet service to the Casey runway. I understand that the inter-continental airlink is a matter of personal priority for the Minister but that he will have to put forward a robust case to Federal Cabinet to secure the funding required. Our Delegation will seek to help him achieve that objective – here's hoping!

I note that stage 2 of the TPN website is now undergoing testing after which it will soon become live. The new features that stage 2 brings to the site is a 'Latest News' section on the home page, a dedicated 'News' subpage and a single 'Content Management System' which will allow Antarctic Tasmania to make real time changes to the overall site. We have also added hyperlinks to other major Antarctic websites, such as *Antarctic Tasmania*, *Antarctic Midwinter Festival* and the *Antarctic Gateway Portal*. These links will help to drive traffic to these other related sites, and will open up in a new browser window, which means that when people click on the link they won't be moved away from the TPN site, helping to retain visitors. The Latest News on the Homepage will showcase a snapshot of the latest three stories... with a "more" link to guide people to the 'News' sub-page.

Arrangements are now well in hand for the 2005 Midwinter Festival of which the TPN will again be a prominent Sponsor. I understand that this year's Festival will include several new features and events – getting better and better each year. Please make a note of it in your dairies and plan to promote and participate in the Festival as fully as possible.

**Bill Lawson.
TPN Chairman.
February 2005.**

DAVIS CLEARING

The Australian Antarctic Division recently advertised their intention of removing heritage listed buildings that form the 'Old Donga Line' at Davis Station, Antarctica, in accordance with the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). Preliminary documentation is available at Department of Environment and Heritage Library, Parkes, ACT or at AAD, Channel Highway, Kingston, Tasmania. Comments relating to the EPBC Act are invited and must be submitted in writing to Sandra Potter at AAD or emailed to **Sandra.Potter@aad.gov.au** by March 24, 2005.

ANTARCTIC TASMANIA



Increasing the size, diversity and economic contribution of the Tasmanian Antarctic sector is one of three major goals identified in the State Government's *2004 Antarctic, sub-Antarctic and Southern Ocean Policy*. In pursuing this goal, Antarctic Tasmania (on behalf of the Tasmanian Polar Network) recently coordinated the second procurement forum for Tasmanian Antarctic sector companies.

The Tasmanian Polar Network's *2004 Procurement Forum* focused on the forward procurement plans of the Australian Antarctic Division. It also highlighted key changes to Commonwealth Government procurement guidelines and considered how these changes might affect Tasmanian Antarctic-focused businesses. About twenty business representatives attended the forum that was held in early December 2004. Participants gained valuable insights into procurement opportunities from the Australian Antarctic Division's supply chain facilitator, Mr Roger Knowles.

Following the first *Procurement Forum* in 2003, Antarctic Tasmania forwarded over twenty email procurement alerts to the Tasmanian Polar Network membership that highlighted a range of Australian Antarctic Division supply requirements. These forums not only improve information-sharing between Australian Antarctic Division and Tasmanian Polar Network members, it also highlights the benefits of fostering cooperative working relationships amongst members of the Tasmanian Antarctic business community.

Antarctic Tasmania continues to participate in a steering committee, chaired by Sir Guy Green, to establish a dedicated International Antarctic Institute. The University of Tasmania is leading this initiative. It is envisaged that the International Antarctic Institute would be multi-campus and multi-disciplinary, and offer undergraduate and postgraduate studies.

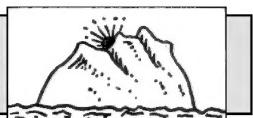
During November 2004, the University of Tasmania hosted an international meeting of prospective partners to help establish an International Antarctic Institute. Twenty-four international delegates attended the meeting and they endorsed a proposal to establish the institute. They also accepted the offer made by the University of Tasmania to establish and resource an interim secretariat that will provide necessary administrative support in the lead-up to the establishment of the institute.

In other news, the Tasmanian Polar Network website has received a minor face-lift, with the addition of a news section. Behind the scenes, the website also now includes a content management system that allows Antarctic Tasmania to administer the site in real-time and update the news and members-only sections. These improvements offer a better service to Tasmanian Polar Network members and provide administrative efficiencies for the secretariat.

From the team at Antarctic Tasmania, we look forward to working with all members of the Tasmanian Antarctic sector throughout the coming year.

Ben Galbraith
General Manager

**FOR INFORMATION ABOUT
ANTARCTIC MIDWINTER FESTIVAL EVENTS
18-26 JUNE 2005
SEE www.antarctic-tasmania.info**



TOURISM VIEWS

The 'Debate' section of Australian Geographic (AG) magazine No. 77 is 'Tourism in Antarctica should be curtailed', with Dr Julia Jabour (IASOS) presenting the YES case and Greg Mortimer (Aurora Expeditions and AG trustee) presenting the NO case. As well, AG's Young Writer of the year, Lauren Koehler has provided an article about NZ's sub-Antarctic islands and Macquarie Island.

COOL PUBLICITY

While working in Antarctica this season, Australian fans of Melbourne 5-piece band Gus and Frank arranged for the band's CDs to be set up and photographed in front of Emperor penguins. The photo appeared in The Mercury on December 9, 2004.

WOMEN'S SUCCESSES AND FAILURES

Flight delays, bad weather and doubts about their communication equipment were the main reasons why 3 Australian women turned back after only 50 km of their planned 1100km trek to the South Pole this season. As well, Michele Bloomcamp, Noeline Weightman and Sandra Floate abandoned their attempt on the 8th day because they were unable to cope with the extreme cold.

Another Australian, Linda Beilharz, was successful in reaching the South Pole in December. With 4 other women, from Canada, Great Britain and USA, she skied and pulled a sled about 30 km each day. A logistics company left food supplies to collect every 25 days and they reached the Pole on December 29, 2004.

Tasmanian woman, Dr Leanne Armand, from CSIRO Marine Research and ACE CRC, is the first Australian to win a Marie Curie Fellowship. She will be studying algal blooms near Heard and Kerguelen Islands for 6 weeks aboard the French ship *Marion Dufresne*.

CLEANER ICE

Last year's winner of the Coca-Cola Community environments Award was Tasmanian Matt Dell. Chosen from entries across Australia, Mr Dell's project was the Tasmanian Marine Debris Clean-Up program, which he has organised for over 7 years. His prize was a trip to Antarctica in February this year with English polar adventurer Robert Swan, who has previously travelled to

Antarctica with teams to clean up around research stations. Mr Dell will spend 16 days helping clear up Russia's Bellinghausen Station.

SEEING HEARD

For information about glaciology, plants and animals, including following the tracks of penguins, seals and albatrosses travelling from Heard island to their feeding grounds in the Southern Ocean, see <http://www.aad.gov.au/default.asp?casid=12881>. For photos of Heard Island's World Heritage areas, see <http://www.heardisland.aq>.

LISTING MAWSON

Huts built at Commonwealth Bay, Antarctica, by Australian explorer Douglas Mawson and his team were recently added to the National Heritage List.

TERN'S TURN

The latest sea bird to be used for books is the Arctic tern, which migrates between the Arctic Circle and Antarctica. Along with well-known Puffins and Penguins, the tern is a symbol for Harvill Secker, which is a recent merger between Harvill Press and Secker Warburg.

ALBATROSS JOURNEYS

Tracking devices attached to 22 grey-headed albatrosses have recorded one bird's journey of 22,137.5 km around the world in 46 days and three others which have circumnavigated the world twice. British Antarctic Survey studies show that more than half the birds complete a round-the-world trip between breeding seasons. This research contributes to the Agreement on the Conservation of Albatrosses and Petrels (ACAP), an international collaboration established under the Convention on the Conservation of Migratory Species on Wild Animals. The ACAP Secretariat is now at Antarctic Tasmania's offices. For further details see www.acap.aq.

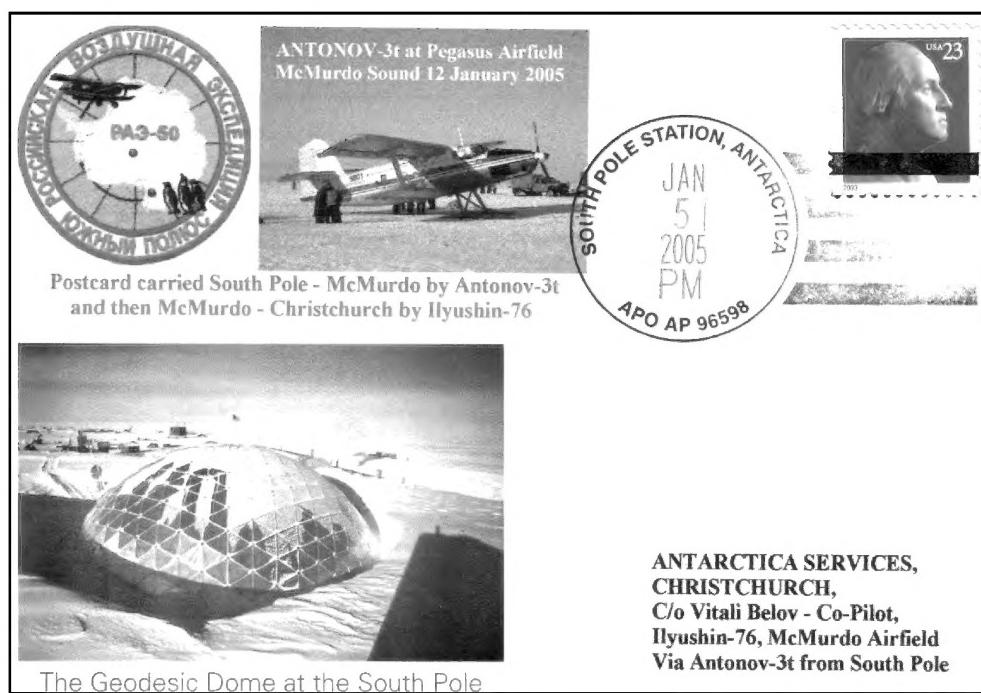
OLDEST ICE

The final ice core was pulled by the European Project for Ice Coring in Antarctica (EPICA) drilling team near Dome C last December. According to Peter Fewkes (William Adams), who was visiting Concordia at the time, analysis has revealed that this, the longest ice core, records 900,000 years of climate and atmospheric changes - 500,000 years more than previous ice cores.

ANTARCTIC AIR AND SEA ACTIVITIES 2004-5

RUSSIAN RESCUES

An Antonov-3B aircraft, abandoned by a Russian expedition at the South Pole in January 2002 because of engine trouble, was retrieved in December last year with the assistance of USA's National Science Foundation (NSF). On December 21, an Ilyushin-76 arrived in Christchurch NZ with a replacement engine and a team of 35 engineers, explorers and a film crew. After negotiations with American authorities, this aircraft flew to McMurdo and the engine transferred to a US ski-fitted Hercules, which flew it to the South Pole. The engine was then fitted to the Antonov and after a short test flight, the plane flew to McMurdo where it was taken apart and put inside the Ilyushin-76. This plane departed Antarctica and returned to Christchurch on January 12, 2005, then flew back to Moscow via Darwin on January 13.





Three years later, the NSF is paying for Russian assistance to reach McMurdo by ship because extensive sea ice, caused by the giant iceberg B15A, has prevented US icebreakers from resupplying McMurdo. The Russian icebreaker *Krasin* was used to clear the 140 km long, ice-bound shipping lane to the base, with the USA's *Polar Star* and other resupply ships following. [Thanks to Klaus Arne Pedersen and his NZ contacts, for providing details from <http://www.newzeal.com/theme/antarctic/2000news.htm>]

Polar Star visited Hobart in early December 2004 before voyaging south. However, according to the manager of NZ's Scott base, B15A is moving out to sea at a rate of 2-3 km a day and the 'warmer' temperatures around 2 degrees above zero have helped soften the pack ice so that supply vessels can reach these bases.

THE RUSSIAN ICEBREAKER KRASIN AT MCMURDO by Irina Gan

In December 2004 the authorities of the United States appealed to the Russian government to assist them in their resupplying operations in Antarctica.

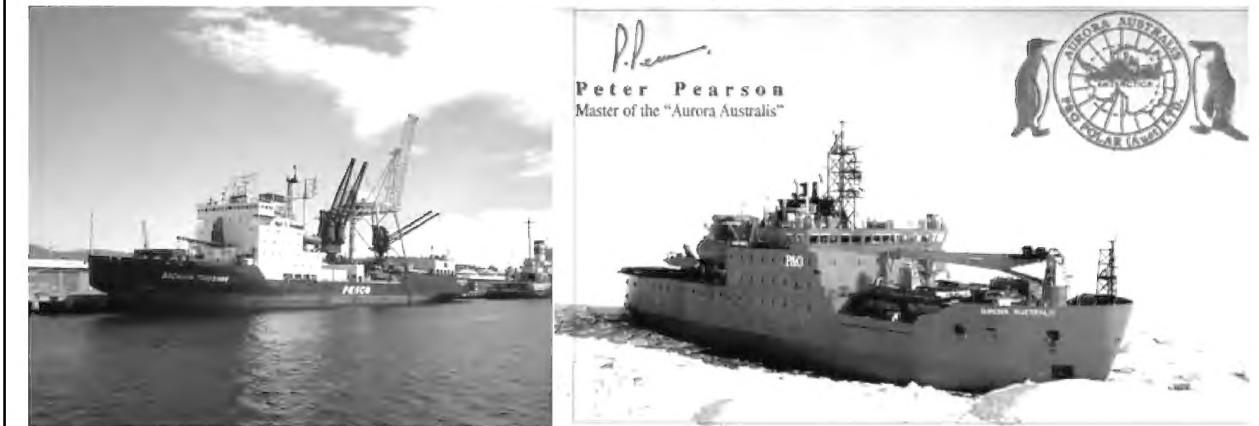
Normally, two U.S. Coast Guard icebreakers, the *Polar Star* and *Polar Sea* supply McMurdo station, but at the moment the *Polar Sea* is undergoing long-term maintenance, and one icebreaker is not enough to carry out the resupply program. Also, the extent of sea ice this season was much greater than in previous years: it usually extends roughly 10 nautical miles from McMurdo Station, but this year, the ice edge was more than 80 nautical miles from the station.

The President of the Russian Polar Association, Arthur Chilingarov, was appointed to coordinate the operation. He said that it was the first time the USA had requested Russian help in supplying their Antarctic bases.

The icebreaker *Krasin* under the command of Captain Viktor Kovalchuk met the supply vessel *American Tern* with its cargo of 10 tons of food, medicines and research equipment in the Ross Sea by the edge of the ice and led it into McMurdo's port through the ice fields and icebergs. The US icebreaker *Polar Star* joined the convoy at the entrance to the ice channel created by *Krasin*. The *Krasin* later escorted the icebreaker *Nathaniel Palmer* and the U.S. Navy fuel tanker *Paul Buck* with 19,000 tons of fuel to the ice pier at McMurdo Station.

The *Krasin* will return to Russia in April 2005 in time for the spring navigation season in the Arctic. [The icebreaker *Krasin* was built in 1976 in Finland and is named after the legendary Soviet steam powered icebreaker "Krasin", which is famous for rescuing Italian Umberto Nobile's ill-fated 1928 zeppelin flight over the North Pole, is now moored in Kronstadt. It will be relocated to St. Petersburg in the near future to become a museum. Both icebreakers are named after Leonid Krasin (1870-1926), commissar of external trade, and later Soviet trade representative in Britain and France].

Another ship unable to reach an Antarctic base was the *Vasiliy Golovnin*, which returned to Hobart after sea ice prevented resupply of Mawson Station. *Aurora Australis* will try to reach Mawson again in early March, with helicopters available to ferry goods and personnel to the base if necessary.



THE YACHT APOSTOL ANDREY IN ANTARCTICA

In 1819 the Russian Czar Alexander I appointed Bellingshausen and Lazarev with their two ships *Vostok* and *Mirnyi* to search for the southern continent and the South Pole. 185 years later, the Moscow "Adventure Club", which is owned by Dmitriy and Matvey Shparo, has organized a voyage of the yacht *Apostol Andrey* to commemorate this event. She began her voyage on the 14 September 2004 in St. Petersburg with the aim of circumnavigating Antarctica within 60 degrees south.



The *Apostol Andrey*, an ocean-going yacht built specifically for sailing in Polar waters, has the following specifications:

Length – 16,2 m;
Width – 4,8 m;
Water draft – 2,7 m;
Displacement – 25 t.
Maximum speed under sail up to 12 knots.

Her skipper is Nikolay Litau, who keeps a log of their voyage, which can be found on the website: http://www.shparo.com/yacht_2004_2005/yacht_2004-2005_news.htm.

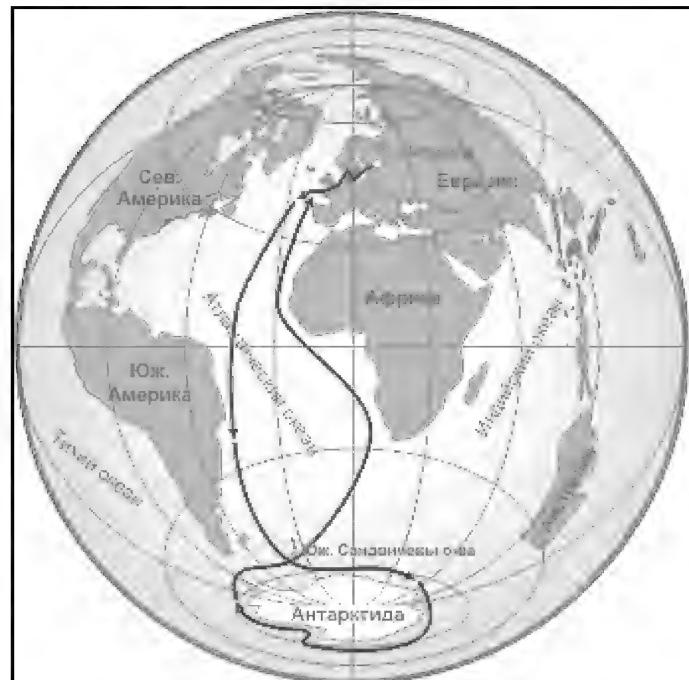
Continued next page>

In his notes of the 9th February, the skipper writes that “there were only 7 days with winds more than 10m/sec. in the last month. During this time the sea was very calm and *Apostol Andrey* hardly does 50 miles per day. An abundance of icebergs, mist and snow. Seawater temperature was -3.5 degrees, perhaps because of the huge iceberg that was nearby. Usually the sea water temperature was not less than -2 degrees”.

On the 20th January they “had an unexpected meeting: a small ship was moving in opposite course from leeward side. We passed each other at two cable’s lengths. The ship did not have any name, nor flag or other tokens. They did not show any interest in us and told us that they were fishermen from Peru. Maybe this is true, but fishermen usually do not like to confess that they are fishing in this area. We wished each other a happy journey and the mysterious ship disappeared in a snow squall”.

In the Russian version it was added that “due to the large number of red buoys astern one can guess that it was a fishing vessel. The deck was full of people gazing at the *Apostol Andrey*. I succeeded in contacting the vessel, and was asked whether I speak Spanish. I had to disappoint them with my answer and we continued to communicate in English. They did not exhibit much interest towards us... They cautioned us about the large amount of drifting ice south of 65 degrees and that passage further south is hardly possible”.

Although it was planned to call in at the Russian “Progress” Antarctic station, ice conditions prevented the stop-over. It is unknown if conditions will be favourable to visit the French “Dumont D’Urville” and Russian “Bellingshausen” stations before returning to Moscow in August 2005.



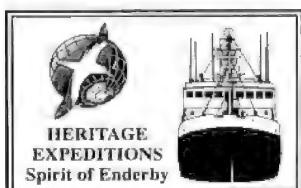
(Photos are taken from the Russian website www.shparo.ru)

Sadly, a Ukrainian scientist aboard *L’Astrolabe* fell overboard while the ship was returning to Hobart at the end of January. Search and rescue aircraft joined the search but the ship’s crew sighted the scientist and his body was recovered 5 ½ hours after he was reported missing from his shift. Tasmania Police detectives have been investigating his death.



AUSTRALIA'S NEW SOUTHERN PATROL BOAT

P&O Maritime Services has been selected to provide a new permanent Southern Ocean patrol vessel and crew to detect and pursue suspected fish poachers, particularly of the Patagonian toothfish. Customs and Fisheries officers have been engaged in highly specialised training on board the *Ocean Viking*, which will be armed with twin .50 calibre machineguns. The *Ocean Viking* is 105 metres long and will be used for year-round patrols of Heard and McDonald Islands, enabling polar ships *Aurora Australis* and *Southern Supporter* to resume research operations. The *Ocean Viking* will not have a permanent home port in Australia because sailing from the same port each time may compromise operational security by giving the illegal fishing vessels advanced notice of an imminent patrol.



NZ polar research ship, the *Spirit of Enderby*, sailed the furthest south of any vessel in history in January this year, breaking the record by 5.5 km at the Bay of Whales, Antarctica.



Ice Breaker is grateful for the postcards and covers illustrating this section, all of which were provided by Klaus Arne Pedersen, a member of the Antarctic Protection Society. This group of 100 people are involved in a range of Antarctic activities, which are recorded on postcards and covers and distributed exclusively among members only. IB is privileged to receive copies of these philatelic records of Antarctic events and thanks Klaus for his willingness to keep Ice Breaker up-to-date with the latest ship and plane movements. For further details contact:
<http://www.newzeal.com/theme/antarctic/Klaus.htm>

ANTARCTIC AIR OPERATIONS: A PILOT'S VIEW

The following report from Davis Station was written especially for Ice Breaker by Captain Garry Studd, Fleet Manager – CASA 212 for Skytraders Pty Ltd. Garry was formerly Chief Pilot for British Antarctic Survey and was granted special approval by the Federal Government to migrate to Australia with his family last year.

'Landing on the Antarctic continent after eleven hours transiting the Southern Ocean from Hobart was a strange mixture of excitement and anti-climax. The result of several years of planning that had involved the Australian Antarctic Division, the Sydney based aircraft operator Skytraders, the Bureau of Meteorology, CASA and many others had done everything possible to ensure that our first ferry flight to Antarctica was as safe and uneventful as possible – and so it had been. Excitement and relief soon overcame any other emotions after the arrival of the two CASA 212 aircraft at Australia's Davis Station.



Although the primary role of the aircraft is to link the three stations of Casey, Davis and Mawson and connect with the planned air link from Hobart, it is from Davis that the majority of fieldwork originates during the southern summer. It is from here that the aircraft would earn its spurs and operate deeper into the continent than had previously been possible with helicopter and Twin Otter air transport.

A neatly arranged collection of tents, vehicles and 44-gallon drums of jet fuel marked the skiway on the plateau above Davis from which "Gadget" and "Ginger" made their first forays to the south. The programme to deploy these aircraft on time had been an ambitious one and despite everyone's efforts, our arrival on the continent was later than hoped for. With this in mind there was eagerness to get underway as rapidly as possible and within three days of arrival the aircraft had deployed field parties into remote locations ranging from frozen ice of Beaver Lake, unprepared snow on the Amery Ice Shelf, to hard blue ice at 6000ft above sea level of the Grove Mountains. The flexibility of the choice of wheel/ski landing gear was beneficial and the aircraft's performance exceeded all expectations. The ability of the aircraft to so instantly transport scientific dreams to reality was an excitement shared by, I hope, all the expeditioners.

The ability to schedule the 09.15 am daily flight to any Antarctic destination is probably (who knows?) an impossible dream. However within the limits of the environment, to be able to complete the first round trip transfer of passengers between Davis and Casey – a flight of 750 nautical miles – in a day with the new aircraft was certainly a greatly satisfying experience. Further flights onward to Mawson completed the proving of the benefits of the intra-continental air link for Australian science in Antarctica. A flight to possibly one of the remotest and highest points in the continent – Dome C at 10,600ft – proved the concept that the aircraft should enable Australian, and possibly other, scientists to quickly reach hitherto inaccessible points.

Having first become involved in a project known as CATSA (Co-operative Air Transport System for Antarctica) in 1977 – a dream as yet still unfulfilled – I look forward to being at the controls when the final piece of the jigsaw is put in place. The establishment of the missing link between Hobart and the Antarctic continent will feed the potential for increased science and productivity more than any other development we are likely to see. It will be great to see Australia taking the lead in an innovative way to bring this long overdue project to fruition. It seems particularly appropriate that Hobart should develop as the international gateway to Antarctic science at a time when the world is focussed so intensely on seeking to understand Global Warming.'

INAUGURAL AUSTRALIAN FLIGHTS

By the time readers receive this edition of Ice Breaker, GINGER and GADGET should be back in Hobart. Despite the delayed start to operations, the two ski-equipped CASA-212 (C-212) aircraft used over summer to deploy Australian Antarctic Division expeditioners to different bases will have completed flights to Casey Davis and Mawson Stations, as well as visiting French bases Concordia and Dumont D'Urville.

The inaugural landing at Casey Skiway was accomplished on December 30, 2004, after a 4000 km flight from Hobart to Casey via Dumont D'Urville. After completing training and familiarisation flights in the Casey area, the planes flew on to Davis. Field science programs in the Grove Mts., Amery Ice Shelf and Prince Charles Mts. were supported by the C-212s operated by Skytraders Pty Ltd and two 350 BA 'Squirrel' helicopters operated by Helicopter Resources Pty Ltd. Both companies are members of the Tasmanian Polar Network.



Above: C-212 arrival Casey [Trevor Taylor, AAD]

Below: C-212s at Mawson [Graham Cook, AAD]



Continued next page>

November 28, 2004 was the 25th anniversary of Air New Zealand Flight 901, which crashed on Mt Erebus, Antarctica, killing all 201 on board. A service held at the Holy Trinity Cathedral in Auckland NZ, was attended by the Captain's widow and representatives from Air New Zealand, pilots, police and passengers' families. Coincidentally, November 28-29, 2004 was the 75th Anniversary of Admiral Byrd's historic flight to the South Pole in 'Floyd Bennett' in 1929.



Gadget and Ginger at Davis [Sharon Labudda, AAD]

CONCORDIA'S FIRST WINTER

Antoine Guichard, Executive Secretary of COMNAP, kindly forwarded this announcement to Ice Breaker.

The French and Italian National Antarctic Programs opened on 15 February 2005 for winter operation their joint Antarctic research station "Concordia". Concordia is located in the heart of the Antarctic continent at 75deg06mins South and 123deg21mins East in the Dome C region.

Concordia is the result of a collaborative project, on an equal terms basis, between the French Polar Institute (Institut Polaire Francais Paul-Emile Victor, IPEV, based in Brest) and the Italian National Antarctic Programme (Programma Nazionale di Ricerche in Antartida, PNRA, based in Roma). The project was started in the early 1990s and construction of the station took place over 5 Antarctic summer seasons of 10 weeks each. The construction involved numerous technological and logistical innovations and the intervention on site of teams with a range of specific skills.

The first winter at Concordia will be both a 'validation' winter for the station installations and the start of a range of scientific research activities that will increase over the coming years. The winter team is composed of 9 technical staff and 4 scientific staff.

A strong emphasis on safety has been placed in the design of the station and in the preparations for this first winter at Concordia, a particularly remote and isolated site where winter temperatures can go below -80 degC. The technical support team will over winter complete some secondary fit-outs inside the station while monitoring and further testing, under actual winter conditions, the operation of the station's systems.

The scientific team will take advantage of this first winter to launch a number of research programs in astronomy, glaciology, atmospheric chemistry, earth sciences, microbiology and remote environments' medicine.

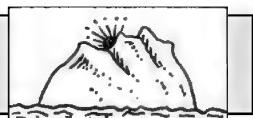
For further details, contact A. Cucinotta, PNRA (Italian MNAP) <direzione@consorzio.pnra.it> or G. Jugie, IPEV (French MNAP) <dirpol@ipev.fr>

- According to Antoine, this makes Concordia the third year-round station to open high and deep in the continent following Amundsen-Scott in 1956 and Vostok in 1957 and the first ever permanent Antarctic station fully operated as a multinational station. 'On behalf of COMNAP, the secretariat wishes the station and the two proud parents every success!'
- Peter Fewkes (William Adams Pty Ltd) visited the Dome C station in December last year and met several people preparing to winter over and complete construction. Images and details can be found on www.Concordiastation.org.



PHILATELIC RECORDS OF ANTARCTIC OPERATIONS





WHALES IN THE NEWS

- Two beaked whales, a female and her calf, beached themselves on Bruny Island in January this year.
- Researchers from Yale University, USA, suggest that TBT, a toxic chemical banned in many countries but still widely used to prevent barnacles from clinging to ships' hulls, may cause deafness in marine mammals and lead them to beach themselves.
- The cultural tradition of serving whale meat to schoolchildren in the province of Wakayama, Japan will resume after a 20-year ban. Students will be served whale burgers, fried whale seasoned with soy sauce and sweet wine as well as other recipes.

UNBEARABLE

Greenland's latest tourist attraction is polar bear hunting. Tours are now being offered to big-game hunters who have already killed enough jungle creatures and desire to add another large trophy to their collection.

AIRPORT MASTER PLAN

The 2004 Master Plan for Hobart Airport, including areas for Antarctic airlink aircraft, has been approved by the Federal Minister for Transport and Regional Services. Copies are now available for \$90 including GST. Alternatively, the Master Plan can be viewed at the office of Hobart International Airport Pty Ltd, Strachan Street, Cambridge, 9am-5pm weekdays. The document will also be posted at www.hobartairpt.com.au.

OBITUARY

Readers of *Ice Breaker* will be saddened to hear of the death of Malcolm Kirton, 11-10-1932 to 20-11-2004, former Editor of the ANARE Club's *Aurora* magazine. Mr Kirton was a Mawson wintering expeditioner, a Life Member, former National Council member and President of the ANARE Club, as well as the longest serving Editor of *Aurora*. He was always keen to receive Tasmanian Antarctic information through *Ice Breaker* and correspondence continued for several years. Our condolences go to his family and ANARE Club friends. The new Honorary Editor for *Aurora* is John Gilles.

CONCORDIA VIEWS

For recent pictures of Concordia Station and visitors and activities at UNSW's AASTINO Igloo -www.phys.unsw.edu.au/jacaranda/diaries2005/gallery2005.html.

POLAR NETWORK DATES

The following dates were put forward for this year's meetings.

- 18 March 2005 (confirmed)
- 10 June 2005 (to be confirmed)
- 09 September 2005 (to be confirmed)
- 09 December 2005 (to be confirmed)

CHANGING CLIMATES

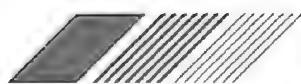
- This summer, Australia's Antarctic research vessel, *Aurora Australis*, released 17 robots called Argo floats into the Southern Ocean to record and help identify long-term climate changes.
- For the first time since 1948, icebergs were sighted about 700 km southeast of New Zealand's South Island in January this year.

CONFPAIR 2005

Hadley's Hotel in Hobart was the venue for **CONFPAIR 2005** on March 2. Specifically organised for the conference, incentive and events market, "Expedition – Confair 2005" used Hadley's unique Antarctic-related heritage as a backdrop, and invitations were sent to over 1000 Hobart-based potential and past clients.

Hadley's Hotel, working with "Display Works", set up the dining room with an Antarctic theme and guest speaker Eric Philips of Icetrek Expeditions made a short presentation. Eric's personal experiences were a great link with the expedition theme, whilst also serving to promote him as a motivational / guest speaker for other conference and corporate market opportunities.

CONFPAIR 2005 presented a highly interactive exhibition as well as a large range of Hobart's most experienced conference and event organisers along with a range of new exhibitors. Also present were representatives from some of Tasmania's leading food and beverage outlets, who provided samples of quality produce.



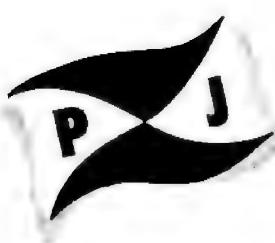
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POLAR PUBLICATIONS



BOOKS

ELEPHANT ISLAND: The Life and Diaries of Thomas Orde Lees by John Thomson. Published by Bluntisham Books- the Erskine Press. Price: unknown.

- Orde Lees was one of Shackleton's 1914 Antarctic Expedition members and part of this book describes his time in the group that sailed to Elephant Island.

POLAR EXTREMES: THE WORLD OF LINCOLN ELLSWORTH by Beekman H. Pool. Published by Fairbanks: University of Alaska press. Price: \$US 24.95.

- A comprehensive biography of polar aviator Lincoln Ellsworth, covering his background, Arctic and Antarctic flights and other expeditions between the two world wars.

THE SILENT SOUND: The Story of two years in Antarctica and the First Winter Occupation of Alexander Island by Cliff Pearce. Published by The Book Guild, Sussex, England. Price: Unknown.

- Describes the author's years on Deception Island as a member of the Falkland Island Dependencies Survey 1961-62.

NIMROD: Ernest Shackleton and the Extraordinary Story of the 1907-09 British Antarctic Expedition by Beau Riffenburgh. Published by Allen & Unwin. Price: \$35.00.

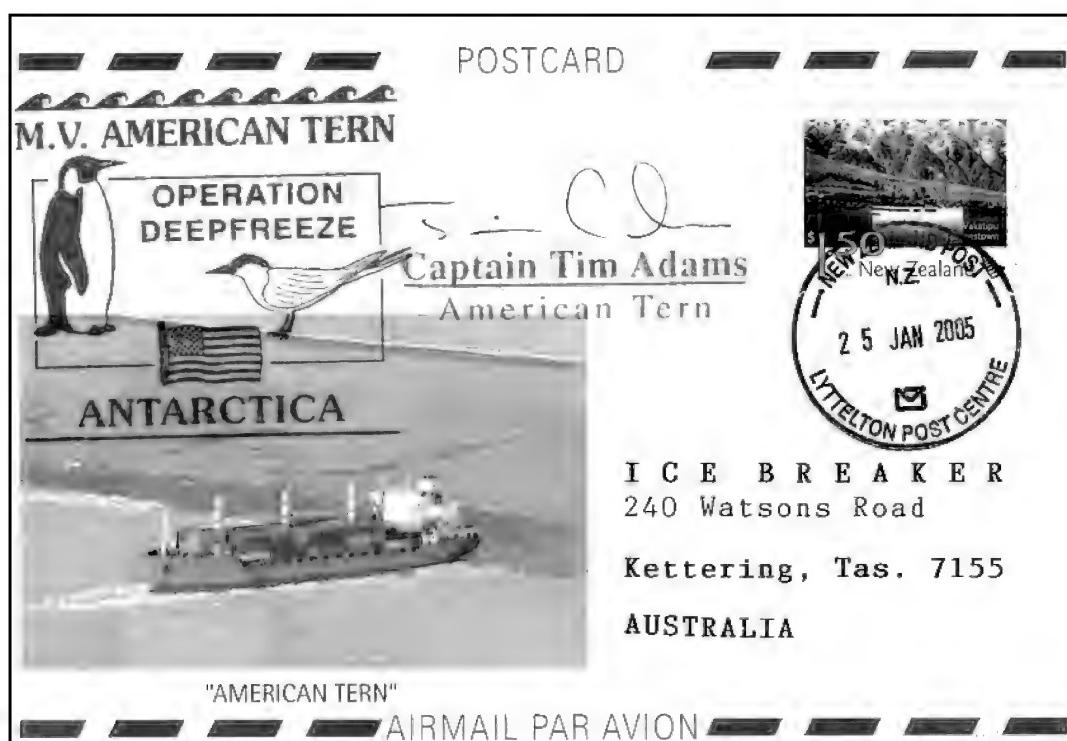
- A well-researched book based on diary entries by the expeditioners involved, including John King Davis, Tannant William Edgeworth-David, Frank Wild and Alfred Marshall.

FRANK HURLEY: A PHOTOGRAPHER'S LIFE by Alasdair McGregor. Published by Penguin. Price: \$65.00.

- Based on Hurley's diaries, this book covers his family life as well as activities and expeditions recorded by his photographs, short films and books.

WHERE COLD WINDS BLOW: 33 years in the Arctic by Bill Webb. Published by Penumbra Press. Price: \$29.95 (Canadian).

- Describes the author's extensive travel in northern Canada as one of a team of Ice Service Specialists from 1963-1996.



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POLAR CALENDAR



1	March	2005	(Tentative) Return of CASA-212 aircraft to Hobart from Antarctica.
2	March	2005	Expedition - Confair 2005. A conference and seminar tradeshow featuring historical links with Antarctica. 4.00-6.00pm. Hadley's Hotel, Hobart, Tasmania .
5-20	March	2005	Watermark 2005 Award Art exhibition – a competition for artists inspired by the sea. 10.00am-5.00pm. Cygnet Town Hall, Cygnet, Tasmania .
16-18	March	2005	SCAR/COMNAP Workshop – Practical Biological Indicators of Human Imports in Antarctica. College Station, Texas, USA.
18	March	2005	TPN Meeting. 11.00am –1.00pm. ACE CRC, UTAS. Hobart, Tasmania .
2-5	March	2005	16 th International Association of Antarctic Tour Operators (IAATO) Meeting. Hamburg, Germany.
1 31	June August	2005- 2005	STIMULATE – Scientific & Technological Information Management in Universities and Libraries: an Active Training Environment. Brussels, Belgium. Contact: http://www.vub.ac.be/BIBLIO/itp/ .
6-17	June	2005	Antarctic Treaty Consultative Meeting, including Committee for Environmental Protection meetings. Stockholm, Sweden.
17	June	2005	Melbourne Midwinter Dinner. Power House Receptions, Melbourne, Victoria.
18-26	June	2005	ANTARCTIC MIDWINTER FESTIVAL. Hobart, Tasmania. Details on www.antarctic-tasmania.info
20-24	June	2005	International Whaling Commission meetings. Ulsan, Korea.
12-15	July	2005	COMNAP XVII meetings. Sofia, Bulgaria.
25-29	July	2005	VIII SCAR International Biology Symposium – Evolution and Biodiversity in Antarctica. Curitiba, Brazil. Contact: www.pucpr.br/scarbiologysymposium .
22-25	August	2005	Dynamic Planet 2005 – Monitoring and Understanding a Dynamic Planet with Geodetic and Oceanographic Tools. Cairns, Queensland. Contact: www.dynamicplanet2005.com .
5-9	September	2005	International Symposium on High-elevation Glaciers and Climate Records. Lanzhou, China. Contact: http://www.igsoc.org/symposia .
23-27	October	2005	First International Marine Protected Areas Congress. Geelong, Victoria. Contact: www.impacongress.org/ .
25 5	October November	2005- 2005	CCAMLR meetings. Hobart, Tasmania .
5-9	December	2005	International Symposium on Sea Ice. Dunedin, NZ. Contact: http://www.igsoc.org/symposia .

IN ADVANCE

9-19 July 2006 **SCAR/COMNAP XVIII Meetings. Hobart, Tasmania.**
2007-2008 **International Polar Year. For further details: www.ipy.org.**



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ANTARCTIC AND SOUTHERN OCEAN SHIPPING CALENDAR

2	March	2005	KAP.KHLEBNIKOV	V4.3	Arrives Hobart from Antarctica.
9	March	2005	L'ASTROLABE		Arrives Hobart.
4-8	March	2005	AURORA AUSTRALIS	V5	Mawson Base.
17-19	March	2005	AURORA AUSTRALIS	V5	Casey Base.
19-21	March	2005	AURORA AUSTRALIS	V5	Marine Science.
27	March	2005	AURORA AUSTRALIS	V5	Macquarie Island.
1	April	2005			
4	April	2005	AURORA AUSTRALIS	V5	Arrives Hobart. Off-hire.

Shipping schedule for 2005-2006 season – draft stage only

14	October	2005	Ship -To be selected	V1	On Hire at Hobart.
27	October	2005-		V1	Casey Station.
2	November	2005			
5-15	November	2005		V1	Marine Science.
18	November	2005		V1	Arrives Hobart.

15 October 2005 Tentative date for CASA-212 season positioning flights Hobart to Casey Station.

